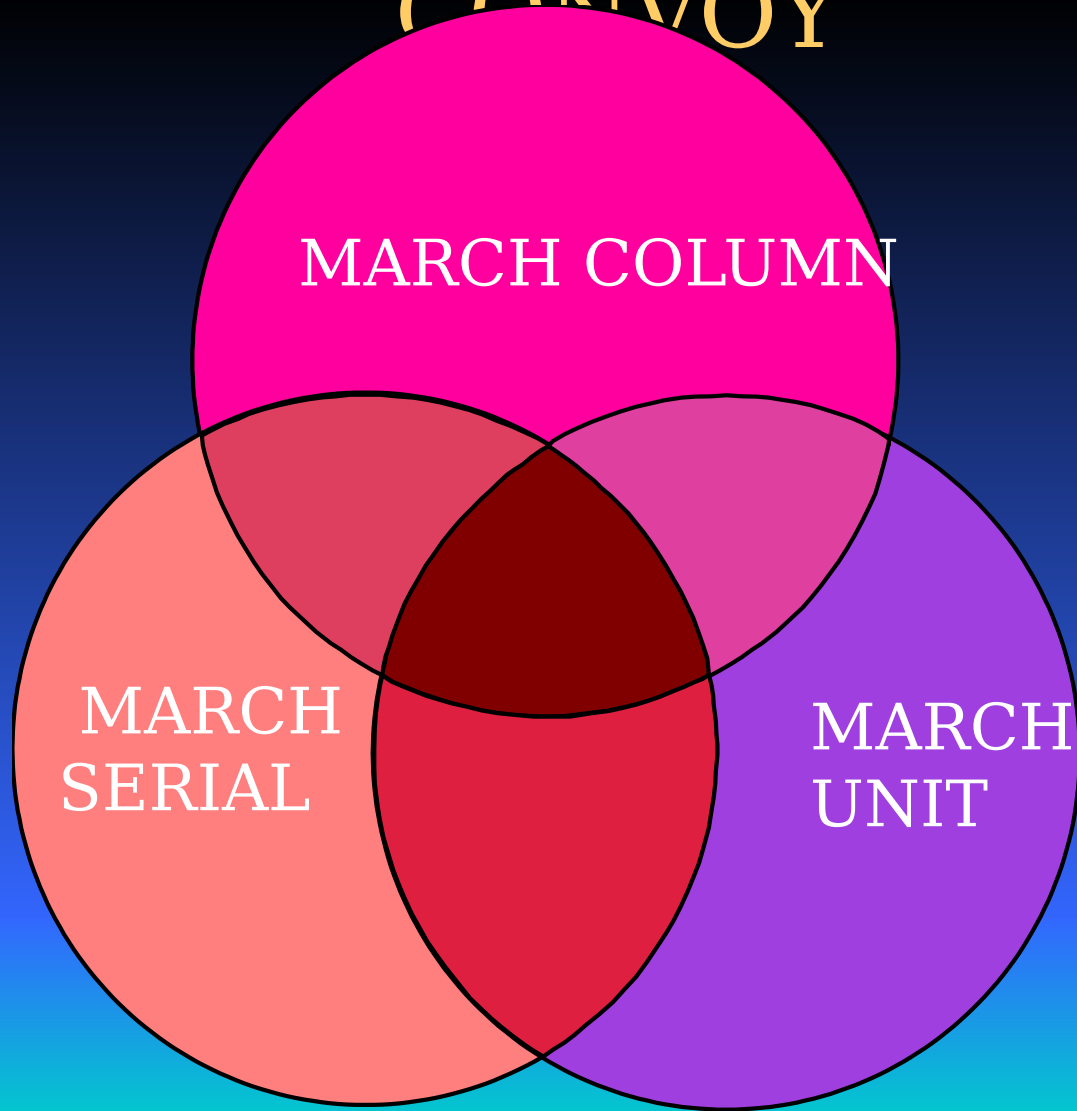


CONVOY SECURITY

TD 935

THREE SUB-ELEMENTS OF A CONVOY



MARCH COLUMN

- LARGEST SUBDIVISION OF A CONVOY
- CONSISTS OF ALL THE VEHICLES INVOLVED IN A SINGLE MOVE OVER THE SAME ROUTE
- BROKEN DOWN INTO: -HEAD -MAIN
BODY -TRAIL -DETACHED PARTY



MARCH SERIAL

- SUBDIVIDES A MARCH COLUMN
- MOVES OVER THE SAME ROUTE AT THE SAME RATE
- MOVES TO THE SAME NEW AREA AND IS UNDER ONE COMMAND

MARCH UNIT

- AN ELEMENT OF A MARCH SERIAL
- SMALLEST ORGANIZED SUBGROUP OF THE CONVOY
- A SINGLE COMMANDER CAN CONTROL A COLUMN OF 20 VEHICLES OR LESS
- MARCH UNITS ARE USUALLY SEPARATED BY A TIME GAP OR INTERVAL

CONVOY ORGANIZATIONAL ELEMENTS

MARCH COLUMN

SERIAL

SERIAL

MARCH UNIT

MARCH UNIT

MARCH UNIT

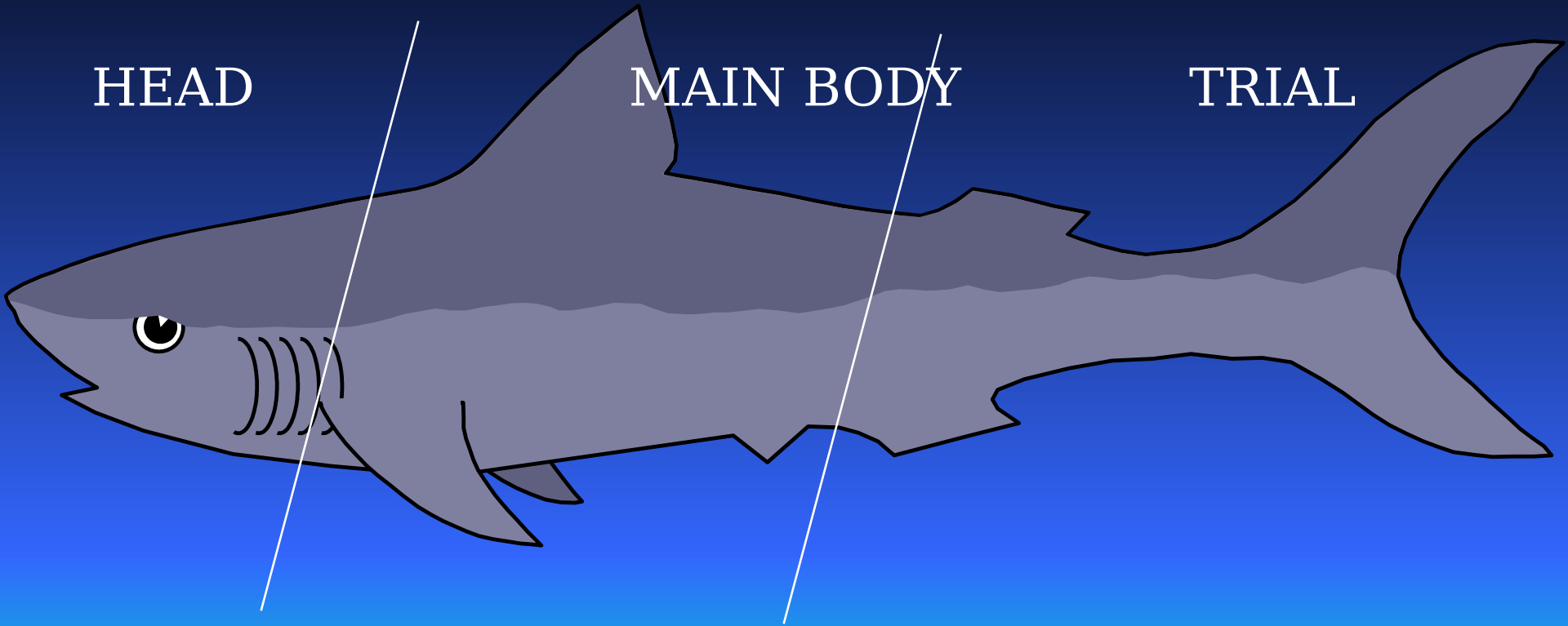


THREE PARTS OF MARCH COLUMNS

HEAD

MAIN BODY

TRIAL





HEAD

- THE FIRST TASK VEHICLE OF THE COLUMN IN THE ORDER OF MARCH
- SETS THE PACE
- INSURES PROPER ROUTE IS FOLLOWED
- RECEIVES CHANGES IN ORDERS

MAIN BODY

- FOLLOWS IMMEDIATELY BEHIND THE PACE SETTER
- COSISTS OF VEHICLES CARRYING TROOPS, EQUIPMENT, AND/OR SUPPLIES
- LARGEST PART OF THE CONVOY, MAY BE SUBDIVIDED INTO SERIALS AND MARCH UNITS FOR EASIER REGULATION AND CONTROL

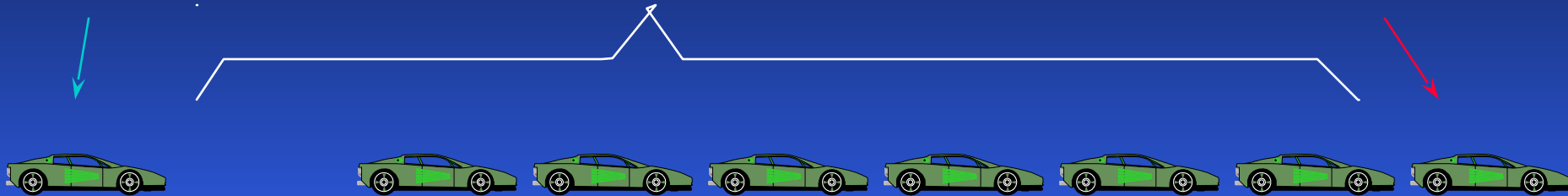
TRAIL

- LAST VEHICLE OF A MARCH COLUMN
- MAINTAINS DISCIPLINE
- PREVENTS STRAGGLERS
- CHECKS FINAL CLEARANCE OF DESIGNATED POINTS
- USUALLY INCLUDES A MAINTENANCE TRUCK, WRECKER, AND MEDICAL SUPPORT

CONVOY FUNCTIONAL ELEMENTS

TRAIL

MAIN BODY



CONVOY CONTROL OFFICERS

- COLUMN COMMANDER
- ADVANCE OFFICER
- PACE SETTER
- TRAIL OFFICER
- TRAIL MAINTENANCE OFFICER
- ESCORT SECURITY ELEMENTS



CONVOY SUPPORT COORDINATION

- MILITARY AND CIVILIAN POLICE
- MEDICAL
- ENGINEER
- AIR SUPPORT
- COMBAT ARMS
- MAINTENANCE AND RECOVERY

PERSONNEL PREPARATIONS

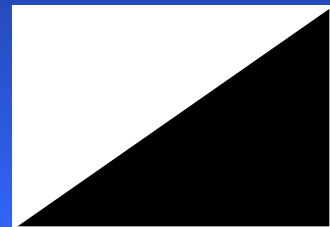
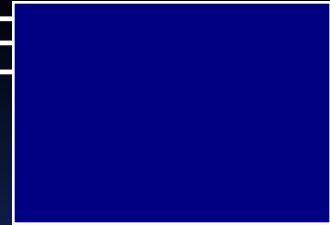
- BILLETTS, MESS, AND SHOWERS
- TRANSPORTATION IF REQUIRED
- AMMUNITION
- PROTECTIVE EQUIPMENT
- REST HALTS
- SECURITY WITHIN STAGING AREAS
AND AT HALTS
- BRIEFINGS

EQUIPMENT PREPARATIONS

- SPOT CHECK PREVENTIVE MAINTENANCE CHECKS AND SERVICES (PMCS)
- ENSURE ADDITIONAL FUEL, WATER, AND LUBRICANTS ARE AVAILABLE
- ENSURE THE CONVOY CLEARANCE IS MARKED ON VEHICLES
- ENSURE VEHICLES ARE HARDENED
- ENSURE VEHICLES HAVE SAFETY AND WARNING EQUIPMENT

FLAGS

- LEAD VEHICLE--DISPLAYS A BLUE FLAG
- TRAIL VEHICLE --DISPLAYS A GREEN FLAG
- CONVOY COMMANDER--DISPLAYS A BLACK & WHITE FLAG



CONVOY DRIVERS BRIEFINGS

- SITUATION

- FRIENDLY FORCES
- SUPPORT UNITS
- ENEMY

- SITUATION EXECUTION

- TIME SCHEDULE
- VEHICLE DISTANCE
- CONVOY SPEED
- SEPARATION OF CONVOY
- GENERAL ORGANIZATION OF CONVOYS
- ACCIDENTS
- BREAKDOWNS
- CATCHUP SPEED
- AMBUSH

- MISSION

- TYPE OF CARGO
- ORIGIN
- DESINATION

CONVOY DRIVERS BRIEFING

- **COMMAND AND SIGNAL**

- **LOCATION OF CONVOY COMMANDER**
- **ACTION OF SECURITY FORCE**
- **SERIAL CDR'S RESPONSIBILITY**
- **RADIO FREQUENCIES AND CALL SIGNS**
- **HAND AND ARM SIGNALS**
- **OTHER PREARRANGED SIGNALS**

- **SAFETY**

- **ROUTE HAZARDS**
- **WEATHER CONDITIONS**
- **DEFENSIVE**

- **SERVICE AND SUPPORT**

- **CONTROL OF PERSONNEL**
- **BILLETING AND MESSING**
- **REFUELING OF VEHICLES**
- **SERVICING OF**



CONVOY CLEARANCE

- DD FORM 1265 (REQUEST)
- HTD SCHEDULES
- HTD ISSUES MOVEMENT
CREDIT & NUMBERS

MOVEMENT CREDIT

- THE TIME GIVEN TO ONE OR MORE VEHICLES TO MOVE OVER A SUPERVISED, DISPATCHED, OR RESERVED ROUTE
- INCLUDES THE TIMES THE FIRST AND LAST VEHICLE OF A COLUMN ARE SCHEDULED TO PASS THE ENTRY AND EXIT POINTS

MOVEMENT NUMBER

- COLUMN/CONVOY IDENTIFICATION
- NUMBER PLACED ON BOTH SIDES AND FRONT OF THE VEHICLE
- CONSISTS OF:
 - TWO FIGURES INDICATING DAY OF THE MONTH
 - THREE OR MORE LETTERS INDICATING THE AUTHORITY ORGANIZING THE MOVEMENT
 - TWO NUMBERS INDICATING THE SERIAL NUMBER OF THE MOVEMENT



3RD DAY OF THE MONTH

COLUMN #8

03-USX-08

U.S. AUTHORITY,
10TH CORPS

STANAG 2154



GOVERNS THE GRANTING
OF MOVEMENT CREDITS
IN NATO OPERATIONS

TYPES OF CONVOY CONTROL

- ORGANIZATIONAL: EXERCIZED BY THE CDR OF THE ORGANIZATION MAKING THE MOVE
- CDR ENSURES SUPERVISORS & DRIVERS OBEY:
 - RULES OF THE ROAD
 - TRAFFIC LAWS & REGULATIONS
 - SPEED LIMITS
 - TIME AND DISTANCE GAPS
 - SCHEDULES
 - MARCH DISCIPLINE

TYPES OF CONVOY CONTROL (Cont.)

- AREA: EXERCISED BY THE CDR OF AN AREA THROUGH WHICH A CONVOY MIGHT PROCEED
- AREA CONTROL IS PLANNED BY THE APPROPRIATE TRAFFIC HQ FOR HIGHWAY REGULATION
- AREA CONTROL IS CARRIED OUT BY:
 - TRAFFIC CONTROL POSTS (TCP'S)
 - HIGHWAY REGULATION POINTS
 - MOBILE PATROLS

TYPES OF COLUMN FORMATION

- OPEN COLUMN
- CLOSED COLUMN
- INFILTRATION

OPEN COLUMN

- WHEN: DAYLIGHT
- DENSITY: 20 VEHICLES PER MILE 12 VEHICLES PER KM
- SPEED: 15-20 MPH
- ADVANTAGES
 - LESS CHANCE OF ENEMY OBSERVATION OR ATTACK
 - CARGO MOVES FASTER
 - DRIVERS' FATIGUE IS REDUCED
 - FEWER ACCIDENT
 - FLEXIBLE
- DISADVANTAGES
 - COMMAND AND CONTROL IS DIFFICULT
 - PROPER VEHICLE PACING IS HARD TO KEEP

CLOSED COLUMN

- WHEN: NIGHT, CONGESTED AREAS, OR POORLY MARKED AREAS
- DENSITY: 67 VEHICLES PER MILE
40 VEHICLES PER KM
- SPEED: 10 MPH

CLOSED COLUMN(CON'T)

- ADVANTAGES:
 - FULL TRAFFIC CAPABILITY OF THE ROAD CAN BE USED
 - CONTROL IS BETTER
 - FEWER GUIDES, ESCORTS, & ROUTE MARKERS ARE NEEDED

CLOSED COLUMN(CON'T)

- DISADVANTAGES:
 - DISPERSION OF VEHICLES IS
DIFFICULT
 - COLUMN IS EASILY DETECTED
 - REQUIRES CAREFUL SCHEDULING AND
RIGID CONTROL TO AVOID
BLOCKING AT INTERSECTIONS
 - CAUSES DRIVERS FATIGUE
 - MAY CAUSE CONGESTION AT POINT OF
ARRIVAL

INFILTRATION

- WHEN: DAYLIGHT, CONGESTED AREAS, HEAVY TRAFFIC CROSSES ROUTE, STRONG POSSIBILITY OF ENEMY
- DENSITY: 10 OR LESS PER HOUR
- SPEED: VARIOUS

INFILTRATION (CON'T)

- ADVANTAGES:
 - PROVIDES MAXIMUM SECURITY AND DECEPTION
 - HIGH SPEEDS ARE POSSIBLE
 - OTHER TRAFFIC HAS LITTLE EFFECT ON INDIVIDUAL TRUCKS
 - DOES NOT HINDER CROSS TRAFFIC

INFILTRATION (CON'T)

- DISADVANTAGES:
 - MORE TIME TO COMPLETE THE MOVE DUE TO SEPARATION
 - COLUMN CONTROL IS NEARLY IMPOSSIBLE
 - DRIVERS MAY GET LOST
 - LOGISTICS ARE HARD TO ARRANGE
 - VEHICLES MAY BUNCH UP
 - REQUIRES EXPERIENCED DRIVERS
 - DIFFICULT TO REDEPLOY AS A UNIT UNTIL ALL VEHICLES ARRIVE AT THE DESTINATION



CONTROL METHODS

- START POINT
- RELEASE POINT
- HALTS



START POINT

- THE PLACE WHERE THE CONVOY CDR ASSUMES CONTROL OF THE CONVOY
- THE POINT SHOULD BE EASILY IDENTIFIABLE
- THE CONVOY MUST CROSS THE START POINT AT THE EXACT TIME

RELEASE POINT

- A RECOGNIZABLE POINT WHERE THE CONVOY PASSES AT THE PRESCRIBED RATE OF MARCH
- THE CONVOY COMMANDER RELINQUISHES CONTROL OF THE CONVOY

HALTS

- HALTS AND REST AREAS SHOULD BE PLANNED AHEAD OF TIME AND SHOULD BE AT POINTS WHERE THE CONVOY CAN PULL OFF THE ROAD
- HALTS MAY BE ESTABLISHED FOR REST AND RELIEF, MAINTENANCE, MESSING, REFUELING, AND OVERNIGHT STOPS

COMMAND AND CONTROL

- RADIO
- SOUND
- VISUAL SIGNALS
 - HAND AND ARM
 - PYROTECHNIC
 - PANEL MARKERS
 - STRIP MAP

CONVOY SECURITY

- CONVOY ESCORT & SECURITY IS AN OPERATION IN WHICH MILITARY POLICE ARE DETAILED TO PROVIDE SECURITY AND MOVEMENTS TO A SPECIFIC GROUP OF VEHICLES
- TYPES OF CONVOYS REQUIRING AN ESCORT:
 - SPECIAL AMMUNITION
 - RESUPPLY OPERATIONS
 - VIP'S
 - RIVER CROSSINGS

AREA-ORIENTED SUPPORT

- EACH PLATOON ON THE CONVOY'S ROUTE SECURES THE CONVOY AS IT PASSES THROUGH THE PLATOON'S AO
- RESPONSIBILITY IS TRANSFERRED FROM ONE PLATOON TO ANOTHER AT A PREARRANGED LOCATION

FUNCTIONAL-ORIENTED SUPPORT

- AN MP UNIT IS COMMITTED TO THE SPECIFIC MISSION, CONVOY ESCORT
- THE CONVOY IS ESCORTED BY THE UNIT FROM START TO FINISH, REGARDLESS OF THE AREAS IT PASSES THROUGH

CONTROL MEASURES

- TO HELP THE CONVOY MOVE THROUGH THE AREA AS QUICKLY AS POSSIBLE, THE FOLLOWING CONTROL MEASURES SHOULD BE EMPLACED:
 - CHECKPOINTS AND TCP'S
 - INCREASE NBC PROTECTION
 - CONCENTRATE SECURITY AT CHOKE POINTS ALONG THE ROUTE

RECON TEAMS

- IDENTIFY LIKELY TROUBLE AREAS AND AMBUSH SITES
- IDENTIFY ALL FRIENDLY UNITSTHROUGH WHOSE TACTICAL AREA OF RESPONSIBILITY THE CONVOY WILL PASS
- SELECT POSSIBLE LOCATIONS FOR CHECKPOINTS OR CONFIRM THOSE ALREADY ESTABLISHED
- NOTE CONDITION OF ROADBED AND ANY BRIDGES
- IDENTIFY PLACES WHERE TRAFFIC CONTROL POINTS (TCP'S) WILL BE NEEDED

VEHICLE PLACEMENT

- THE PLACEMENT OF VEHICLES IN THE CONVOY IS BASED ON THE NUMBER OF VEHICLES AVAILABLE
- ONE VEHICLE IS PLACED AT THE HEAD OF THE CONVOY TO PLACE FIRES ON THE ENEMY
- REMAINING VEHICLES ARE LOCATED WHERE THEY CAN PROVIDE THE BEST SECURITY

A decorative swoosh graphic in shades of blue and grey, starting from the left edge and curving upwards and to the right, ending under the title.

SCOUT VEHICLE

- PRECEDES THE MAIN BODY OF THE CONVOY BY 3-5 MINUTES
- MAINTAIN RADIO CONTACT WITH SECURITY EVIDENCE
- WATCH FOR CONDITIONS THAT MAY AFFECT THE CONVOY'S SECURITY
- KEEP ASSIGNED DISTANCE FROM MAIN BODY

A decorative swoosh graphic in the top left corner, transitioning from light blue to dark blue.

LEAD VEHICLE

- MAINTAIN PACE (MARCH RATE)
SET BY THE CONVOY COMMANDER
- PROVIDE SECURITY FOR LEAD
ELEMENTS OF THE CONVOY
- IN THE EVENT OF SNIPER FIRE,
RETURN FIRE
- MAINTAIN RADIO CONTACT WITH
NCOIC OF SECURITY ELEMENT



TRAIL VEHICLE

- PROVIDE SECURITY FOR REAR ELEMENTS OF CONVOY
- PROVIDE ASSISTANCE AND SECURITY FOR DISABLED VEHICLES OF CONVOY
- PROVIDE FIRE SUPPORT IN EVENT OF AMBUSH OR SNIPER ACTIVITY
- MAINTAIN RADIO CONTACT WITH NCOIC OF SECURITY ELEMENT

COORDINATION WITH CONVOY COMMANDER

- ORGANIZATION OF CONVOY
- ACTION TO TAKE ON CONTACT WITH THE ENEMY
- PRIMARY & ALTERNATIVE FREQUENCIES AND CALL SIGNS
- TIME TABLES FOR MOVEMENT
- SUPPORTING FIRES
- PRIMARY AND ALTERNATIVE ROUTES
- LOCATION OF SECURITY FORCE
- TIME & PLACE WHERE MP SUPPORT BEGINS & ENDS
- SECURITY MEASURES USED AT HALTS AND REST STOPS



VEHICLE PREPARATION

MAINTENANCE

ASSEMBLY AREA INSPECTION TEAM

HARDENING
OF
VEHICLES

TARPAULINS

METHODS OF CONVOY ESCORT



LEADING AND
FOLLOWING



LEAP FROG



EMPTY
TRUCK



MODIFIED
PERIMETER

LEADING AND FOLLOWING

- USED FOR ROUTINE CONVOY OPNS
- TAKES A MINIMUM OF TWO TEAMS
- SECURITY VEHICLES PLACED AT THE FRONT AND THE REAR OF THE CONVOY
- LEAD VEHICLE SETS THE PACE & THE TRAIL VEHICLE PREVENTS STRAGGLING VEHICLES

LEAP FROG

- GUIDE VEHICLE MOVES TO A LOCATION AND THEN WAITS FOR THE CONVOY TO PASS HIS LOCATION, THEN OVERTAKES THE CONVOY TO MOVE TO THE NEXT POINT
- THIS TYPE OF SECURITY IS VERY LIMITED ON NARROW, CONGESTED OR MOUNTAINOUS ROADS



EMPTY TRUCK

- GUIDES ARE PRE-POSITIONED ALONG THE ROUTE AT CRITICAL POINTS
- AN EMPTY VEHICLE TRAVELS AT THE REAR OF THE CONVOY TO PICK UP THE GUIDES AS THE CONVOY PASSES



PERIMETER

- USE THE PERIMETER METHOD WHEN CONTACT WITH THE ENEMY IS LIKELY
- PUT SECURITY IN FRONT, REAR, AND FLANKS OF THE CONVOY

ESCORT BRIEFING

- THE SECURITY ELEMENT LEADER BRIEFS THE CONVOY PERSONNEL AND HIS MP TEAMS ON THE FOLLOWING AREAS:
 - MISSION
 - ENEMY SITUATION
 - ACTIONS TO TAKE UPON ENEMY ATTACK



MAJOR PROBLEMS

- SNIPERS
- AMBUSH
- ROAD DAMAGE
- ARTILLERY OR AIR ATTACK
- VEHICLE BREAKDOWNS



SNIPER FIRE

- SNIPER FIRE MAY BE USED TO SLOW THE CONVOY PRIOR TO AN AMBUSH
- BEST DEFENSE AGAINST AN AMBUSH IS TO KEEP MOVING
- FIRE IAW SOP
- ALERT PERSONNEL TO THE SNIPER

AMBUSH OF CONVOY

- IF THE AMBUSH IS DETECTED BEFORE ANY VEHICLE ENTERS THE KILL ZONE, THE CONVOY SHOULD:
 - HALT
 - SET UP SECURITY
 - CALL FOR RESPONSE FORCE
 - NOTIFY MP'S OPERATING IN THE AREA
 - TAKE ANOTHER ROUTE IF POSSIBLE

AMBUSH OF CONVOY (IF ROAD IS BLOCKED)

- NCOIC NOTIFIES THE CONVOY RESPONSE FORCE
- TROOPS DISMOUNT, TAKE COVER, AND DIRECT MAXIMUM FIRE ON THE ENEMY POSITION
- TROOPS FROM VEHICLES THAT ARE NOT IN THE KILL ZONE DISMOUNT AND SET UP SECURITY
- NCOIC ASSESSES THE SITUATION AND DIRECTS THE RESPONSE FORCE TO MAKE FLANKING ATTACK

AMBUSH OF CONVOY (ROAD IS NOT BLOCKED)

- VEHICLES THAT HAVE CLEARED THE KILL ZONE CONTINUE THE MISSION
- VEHICLES IN THE KILL ZONE DRIVE OUT
- TROOPS IN A DISABLED VEHICLE THAT CAN'T MOVE DISMOUNT AND RETURN FIRE
- PICK UP TROOPS FROM DISABLED VEHICLES
- SECURITY FORCE LAYS DOWN SUPPRESSIVE FIRE



ROAD DAMAGE & VEHICLE BREAKDOWN

- ALTERNATE ROUTES
- PREPLANNED
- RECOVERY

ARTILLERY ATTACK OR AIR ATTACK

- ARTILLERY ATTACK-- ALL VEHICLES SHOULD CONTINUE FORWARD AS QUICKLY AS POSSIBLE TO CLEAR THE AREA
- AIR ATTACK-- ALL VEHICLES SHOULD DISPERSE OR ATTEMPT TO FIND COVER

QUESTIONS?

